UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8
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Ref: EPR-ER

FINAL POLREP
Corrine Diesel Spill
Corrine, Utah

I. BACKGROUND

Date:	**10/08/02**
Subject:	**POLREP #3 and Final**
OSC:	Mike Zimmerman
Agency:	EPA - Region 8
Party Conducting the Action:	PRP - Chevron Pipeline
FPN Number:	A0013
OPA Project/Site No.	Z879
NRC No.:	517493
Date Started:	01/21/2000

II. SITUATION

On January 21, 2000, a release of diesel fuel from the Chevron Pipeline near Corrine, Utah was discovered by a rancher while checking his livestock. The underground pipeline traverses BLM land within the Bear River Migratory Bird Refuge. The release was into tributary areas of Bear River. The incident was reported to Chevron Pipeline who reported the incident at approximately 1630 hours.

III. SITE INFORMATION

A. Incident Category

Discharge into surface water as covered in Section 311 of the Clean Water Act, 33 U.S.C. Section 1321 as amended by the Oil Pollution Act of 1990.

B. Site Description

The spill site is located just south of Utah Highway 83, 17 miles west of I-15 at Exit 386. The underground pipeline traverses BLM land within the Bear River Migratory Bird Refuge. The area is characterized with marshes/wetland, open waters (i.e. shallow lagoons), water diversion structures, and grassland. The pipeline follows an old railroad bed (first continental railroad) that is adjacent to the marsh and wetlands areas. It was estimated that approximately 50 barrels of diesel were released.

IV. RESPONSE INFORMATION

A. Initial Response

Chevron mobilized crews to the site at approximately 1400 hours on 1/21/00 to begin containment and stabilization actions. The pipeline was shut down and the suspected area of the pipeline was excavated (trench) to a depth of 3-4 feet; a pin-hole leak was uncovered. Booms on adjacent shallow lagoons were set in place to capture free product. Sorbent was also placed near shore line for collection purposes. The high pressure pipeline, constructed in 1948, appears to be in good condition, except for the pin hole leak. Due to heavy vegetation within the marsh areas, little product was recovered.

Chevron reported the incident to the NRC at 1625 hours (MST). EPA was notified shortly thereafter. The OSC was dispatched to the site and arrived with START personnel at approximately 11:30 hours on January 22. Chevron was present with a full complement of response equipment and personnel. Chevron had instituted the Incident Command system and necessary resources were supplied to undertake the appropriate actions.

EPA collected water along the shore line of the impacted marsh areas. Additionally, soil samples within and adjacent to the pipeline trench were also taken. These samples were analyzed for TPH and diesel constituents to determine contamination levels. Further characterization and sampling were conducted by Chevron and their consultant, starting January 24.

Personnel from the Utah Department of Environmental Quality, Utah Department of Wildlife Resources, and Bear River Health Department were on-site to evaluate the situation and coordinate the forthcoming Chevron remediation plan. The U. S. Fish and Wildlife Service was contacted and apprised of site developments. Contacts with BLM were implemented. Given that the affected marsh areas are within a migratory bird preserve, it was mutually agreed by all, that remediation should proceed quickly so as to restore the affected areas prior to the spring return of migrating water fowl.

B. RP Removal Actions

On January 21, 2000, Chevron Pipeline Company (CPL), after being notified of a release from its 8-inch pipeline on the Salt Lake to Spokane Product Systems Pipeline near Corrine, Utah, shut-off the line and responded to the scene. During the next 3 days the pipeline was repaired and an assessment of the overall impact to environment was made.

After review of the site conditions, analytical testing of water and sediment samples from the site, and a suvey of the area, a "final remediation plan" was put into place. In-situ, controlled burning was selected as the best method to remediate the site, considering the nature of the spill area and the fact that it was a potential habitat for migratory fowl/other species which were due to arrive in the area within a few weeks.

On 2/22/00, the RRT issued an In-Situ Burn Permit and on 3/10/00, a Simplex helitorch, slung below a Bell 206-4 helicopter, was used to drop ignited, gelled fuel onto the spill areas. This method was highly effective, but it was necessary to conduct a follow-up burn from the ground with a propane torch on some areas which contained frozen ground and shallow water.

Sediment samples were collected from select locations and it was estimated that after the initial response efforts, which included using booms/sorbent materials/ and in-situ burning, approximately 90 % or the impacted area was successfully remediated. CPL conducted a post-burn ecological risk assessment during August of 2000; and, after reviewing this document, EPA, in cooperation with the U.S. Fish & Wildlife Service (USFWS), issued a written statement which stipulated two performance criteria which had to be satisfied in order for CPL to obtain agency approval for "no further action". These criteria were:

- **Total PAH concentration shall be less than 20 mg/Kg, and**
- **There shall be no visible sheen on any water surface.**

In accordance with the new guidelines, CPL implemented a second remediation effort. After receiving additional approval from the RRT, approximately 7 acres of impacted area with elevated PAH's were treated with fertilizer to enhance bio-reactivity, and the acreage was tilled to a depth of 8" - 10". After some more regrading, additional top-soil, and seeding for the historic railroad area on Highway 102, the site was left idle over the winter months to allow time for natural degradation of the residual PH's to occur. On May 16, 2001 four compliance sample locations were selected by CPL, EPA, and USFWS within the area that was tilled. There was no visible sheen on the water in the release area, but the 5/16/01 samples failed to meet the PAH guidelines. The site was tilled again on

8/2/01 and compliance samples were collected from the same sample locations on 10/30/01. This time only one of the locations failed to meet the PAH guidelines, and the concentrations of nutrients indicated that adequate degradation would likely continue with more time. Consequently, it was decided to let the site remain undisturbed over the winter months to allow natural degradation to occur. On 3/7/02, the sample location that had failed the PAH guidelines was resampled and analysis showed that the requirements of EPA/USFWS/RRT had been met.

An agreement was reached with RRT to issue CPL a letter of no further action upon CPL's submittal of all final reports and data summaries. On May 22, 2002, a final remediation report from CPL was submitted which included information on evaluation and preservation of registered historic sites, inhalation monitoring data from samples collected during the in-situ burn, evaluation of public exposure potential, and compilation of the RRT Annex IX report documenting the use of bioremediation methods.

C. Current Situation

On September 17, 2002, the EPA OSC corresponded with CPL on behalf of the RRT, acknowledging receipt of the Final Remediation Report and advising CPL that no further action was required pursuant to the Nation Contingency Plan.

VI. COST INFORMATION

EPA initially opened the Oil Pollution Act Fund for $20,000 for purposes of monitoring the cleanup. **As project developments unfolded it was necessary to amend the OPA ceiling to a total of $65,000; primarily for purposes of funding essential participation from other federal/local entities and for additional analytical efforts.**